

58-20091/04/199- CIA-RDP82-00437R
CENTRAL INTELLIGENCE AGENCY

REPORT NO

INFORMATION REPORT

COUNTRY Austria/USSR

Document No.:

DATE DISTR.

SUBJECT Recent Yuzhtrans Shipments
25X1A

NO CHANGE in Cases

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SUPPLEMENT
REPORT NO:

1. Shipments made by Juschweschtrans, 12 - 18 August 1948

a. Western Europe

None

b. USSR via Mukachevo

Fourteen complete turbines from J.M. Voith, Maschinenfabrik, St. Pölten, Lower Austria, were loaded on twenty freight cars.

c. By plane to Moscow

57 cases, each weighing 56 kgs., containing ammeters and microscopes from the Goerz optical plant, Vienna X, Sonnleithnergasse 5, were sent to Moscow from Voestalau, Lower Austria. [REDACTED] Comment: See [REDACTED] para. 1 c and [REDACTED] para. 5 b.)

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d. Hungary

7 carloads of newsprint from the Croellwitz paper mill in Obermuehl a.d. Donau, Upper Austria, were shipped to the Laszlo Seh firm in Hegyeshalom.

3 carloads of scrap aluminum from the USIA depot in Wiener Neudorf, Lower Austria, were shipped to the Laszlo Seh firm in Hegyeshalom.

5 carloads of iron for reinforced concrete (Betoneisen) from the USIA depot in Wiener Neudorf were shipped to the Laszlo Seb firm in Hegyeshalom.

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Comment: All the above-mentioned railroad shipments to the Laszlo Seh firm in Hegyeshalom were ordered by Julius Gross, often reported as a black marketeer operating between Vienna and Hungary.)

4 carloads of lead, weighing 50 tons in all, were sent from the USIA depot in Wiener Neudorf to the Laszlo Seh firm in Hegyeshalom. The lead originated with the firm, Brevillier & Co. n. A. Urban & Soehne.

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the Eszterhazy estates), Lackenbach, Burgenland, to an address listed as Staatliche Ungarische Grubenverwaltung in Ajka und Dorog (Hungarian State Mining Administration in Ajka and Dorog). This shipment was car-

None

f. Germany

13 carloads of iron wheels, total weight 169,000 kgs., comprising 1,422 such wheels, supposedly for narrow gauge railroads, were sent from the Eisen- und Stahlwerke in Traisen, Lower Austria, and to a railroad car factory in Weimar, Thuringia. Comment: Previous reports, e.g., para. 1 f, have mentioned large shipments of bogie wheels from Traisen to points in Germany.)

68 tons of paper for winding cable were sent from a USIA warehouse for electrical goods, Vienna I, Fleischmarkt 1, to the nationalized firm of Kabel - Berlin, Oberschoeneweide.

6 carloads of rails, weighing 120 tons in all, for use on narrow gauge railroads, were sent from the USIA depot in Enzesfeld, Lower Austria, to the Krauswerke in Dresden-Schwarzenberg.

2 carloads of cork plates, 28 tons in all, were sent from the USIA warehouse in Wiener Neudorf to the Krauswerke in Dresden-Schwarzenberg.

65 tons of iron for reinforced concrete, 12 tons of boiler tubes (Siederohre), 18 tons of boiler plate, and 8.9 tons of iron grates (Eisenroste) were sent from a USIA depot in Wiener Neudorf to the Bunawerke in Schkopau near Merseberg. Source notes that all steel construction (Eisenkonstruktion) now on hand at the USIA depot in Wiener Neudorf, together with other structures (Hallen), is being disassembled for shipment to the Bunawerke; presumably, it will be re-erected there. So far, fourteen carloads of such material have been sent and deliveries are continuing. The material includes hexagonal rods (Sechskantstaebe), boiler tubes (Siederohre), cut-off valves, sprinkler pipes (Berieselungsrohre), and aluminum disks. Juschwneschtrans has been notified that 16,000 tons of quartz sand are being sent from Germany to the Erste Oesterreichische Maschinglas-Industrie, Brunn a. Gebirge, Lower Austria, in exchange for automobile glass.

g. Czechoslovakia

3 carloads of sawn timber were sent from the USIA depot in Wiener Neudorf to the nationalized firm of Tschecho-Slavia in Prague.

3 carloads of aluminum scrap and 3 carloads of iron scrap were also sent from the USIA depot in Wiener Neudorf to the nationalized firm of Tschecho-Slavia in Prague.

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1 carload of marble glass (mosaic glass), weighing 15 tons, was sent by the Brunner Glasfabrik to the nationalized firm of Tschecho-Slavia in Prague.

4 carloads of newsprint, weighing 69 tons, were sent from the USIA depot in Wiener Neudorf to the nationalized firm, Slovenska Dopravna Spolecnost, in Bratislava. 2 transformers, each weighing 2.5 tons, were sent by Siemens-Schuckert, A.G., Vienna XXI, Siemensstrasse 88, to Ostrov (no firm name given).

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[redacted] all railroad shipments from the Matzleinsdorf, Vienna, railhead to Czechoslovakia pass the frontier station Ceske-Velenice/Gmuend.

[redacted] Juschweschtrans has recently received an order to transport 600 tons of duralumin, scrap iron, and scrap brass from the USIA depot in Wiener Neudorf to a Czechoslovak government-owned mine in Ostrov, by means of freight cars to be ordered through Juschweschtrans and provided with the appropriate waybills.

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h. Shipments via DDCG

Shipments by Danube barge to Ismail, USSR, included the following:

12 transformers, each 600 kgs., 20 electric motors with a total weight of 12 tons, 30 transformers, each 600 kgs., and 20 electric motors, total weight of 8 tons, all from Siemens-Schuckert, A.G., Vienna XXI, Siemensstrasse 88.

20 complete welding units, each weighing 350 kgs., 200 small electric motors with 2-3 HP, total weight 4.5 tons, and 11 converters, total weight 9 tons, from Siemens-Schuckert, Vienna XX, Engerthstrasse 150.

20 electric motors, total weight 2.5 tons, from AEG-Union, Vienna XXI, Pirquetgasse 1.

100 electric motors, each 200 kgs., from Brown-Boveri Werke A.G., Vienna X, Gudrunstrasse 187.

100,000 light bulbs, comprising five carloads, from Osram, G.m.b.H., Vienna-Atzgersdorf.

115 tons of rayon yarn, comprising 7 carloads, produced by Erste Oesterreichische Glanzstoff-Fabrik, St. Poelten, Lower Austria.

4 tons of rayon, from Degos textile firm, Vienna I, Wipplingerstrasse 11.

30 rolls of cable, 12 kms. length, from Wiener Kabel- u. Metallwerke A.G., Vienna XXI, Siemenstrasse 88.

10 tons of files from Gebr. Boehler & Co., A. G., near Waidhofen a.d. Ybbs, Lower Austria.

2 carloads of water tubes (Siederohre), each 15 tons, from St. Aegyder Eisen- und Stahlwerke, Lower Austria.

20 hay rakes, each 1,600 kgs., from the Gustloffwerke Lichtenwoerth plant, Lower Austria

15,000 pitchforks, each 3 kgs., in bundles of 25, from the firm of Wilhelm Abt in Wopfung, Lower Austria.

1 carload connecting pipes (Vierlinge) from Stahl- u. Temporguss, A.G., Traisen, Lower Austria.

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10 tons of paints and varnishes from the Ludwig Marx firm in Gaaden, Lower Austria.

5.6 tons of paints from Herbig-Haarhaus Lackfabrik, Voessendorf, Lower Austria.

10 tons of paints from the firm of Reichhold, Fluegger, & Boecking, Vienna, Breitenleerstrasse 424 (Kagran).

200 sacks, each 50 kgs., containing gelatine for production of shellac, from the chemical plant in Rannersdorf near Schwechat, Lower Austria.

1 carload of copybooks, containing 180,000 copybooks, from the Croellwitz, paper factory, Obermuehl a.d. Donau, Upper Austria.

105 carloads of newsprint, equal to about 2,000 tons, have been stored since 1 May 1948 in a USIA depot at Zwettl. ~~ILLEGIB~~ It is likely that this material, originating [REDACTED] be shipped by barge.

2. Shipments made by Juschweschtrans, 18 - 31 August 1948

a. Western Europe

2 carloads of lumber (Schleifholz) from the Soviet-controlled estate at Allentsteig, Lower Austria, were loaded in Zwettl, Lower Austria, for shipment to the Zellulose-Fabriks A.G. St. Michael, at Hinterberg near Leoben, Styria. USIA has sold 15 similar carloads of lumber to this firm since June 1948 for cash.

1 steam boiler at an unnamed firm in Hallein, Salzburg Province; the producer is also unnamed.

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No other shipments to Western Europe occurred in this period.

b. USSR via Mukachevo

10 transformers, each 500 kgs., from USIA warehouses in Vienna-Inzersdorf, Kinskygasse. ~~Comment:~~ These warehouses have not been previously reported and may have been created only recently.)

1 carload of cotton materials from Degos, G.m.b.H., Vienna.

4 carloads of rayon, each carload 14,890 kgs., from Glanzstoff-Fabrik, St. Poelten,

5 carloads of electric light bulbs, totalling 100,000 bulbs, from Osram.

1 diesel locomotive, 15 tons, from Bahnbedarf, Inzersdorf, a plant formerly owned by the Austrian Federal Railways. The locomotive was loaded on a special freight car.

Four very large transformers from AEG-Union were due to be sent to Mukachevo in early September when the necessary special freight cars were supplied. This was part of a large USIA shipment of 15 such transformers, weighing 25 to 40 tons each. Three transformers were shipped on 28 June, 2 July, and 7 July 1948.

c. By plane to Moscow

20 cases, total weight 1.1 tons, each case containing 10 voltmeters, from the Goerz optical firm, Vienna.

d. Hungary

6 carloads of newsprint from the Croellwitz paper factory in Obermuehl a.d.

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Neugebauer, a representative of Laszlo Seh, was overheard to remark that the newsprint was destined for Germany, adding that the waybill should mention whether or not the paper was printed, since the German railroads, unlike the Austrian ones, have cheaper rates for unprinted paper.

25 carloads of pit props, sent via Sopron from the Soviet Forest Administration in Lackenbach, Burgenland, to the Hungarian State Mining Administration in Ajka and Dorog.

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Comment: This formed part of the shipment of 80 carloads mentioned in para. 1 d above.)

23 tons of iron for reinforcing concrete from the USIA depot at Wiener Neudorf were delivered to a Soviet shipping company on the Danube Canal (formerly Bayerischer Lloyd), for shipment by water to an unspecified firm in Hungary.

e. Yugoslavia

None

f. Germany

11 carloads of narrow gauge railroad track, each carload weighing about twenty-four tons, probably former Wehrmacht materiel, were sent to the Krause firm in Dresden-Schwarzenberg, Saxony. Of this shipment, 5 carloads came from Stahl- u. Temperguss, A.G., in Traisen, 3 carloads from the USIA depot in Wiener Neudorf, and 3 carloads from the USIA depot known as Lager Nord, near Friedrich Engelsplatz, Vienna XX.

25X1A 1 carload of crude naphthalene, weighing 15 tons, was sent by the non-USIA Neuber firm in Vienna XII to the Bunawerke in Schkopau bei Merseburg. **Comment:** This is probably the chemical factory, Wilhelm Neuber A.G., Vienna VI, Brueckengasse 1.)

1 carload of boiler tubes (Siederoehre), weighing 15,200 kgs., from the USIA depot in Wiener Neudorf to the Bunawerke in Schkopau bei Merseburg.

50 tons of transformer oil in two tank cars from the Voessendorf Oil Refinery, Lower Austria, to the Bunawerke in Schkopau bei Merseburg.

35 carloads of firebricks, each carload 15 tons, from the USIA depot in Pischelsdorf near Moosbierbaum, Lower Austria, to the Bunawerke in Schkopau bei Merseburg. This shipment formed part of a compensation transaction arranged by Dr. Zerner, an Austrian Communist official in the USIA Chemical Industry Section; in return for the firebricks, Bunawerke delivered the following goods to the Chemical Industry Section in Vienna-Atzgersdorf.

3 carloads acetyl soot (Azetylruess)
4 carloads butyl acetate
1 carload Bidalsaeureanhydrid (sic)
1 carload pure toluol
1 carload triglycol
1 carload ethylglycolate

g. Czechoslovakia

1 carload of glue (Perlleim) from the A.G. fuer Chemische Industrie, Rannersdorf, to an unspecified state-owned chemical plant in the CSR.

1 tank car of gasoline, sent by OROP to Karlovy Vary; source mentions that the gasoline was rumored to be part of an illegal transaction.

12 carloads of sawn timber from the Soviet estate at Allentsteig; this material did not all originate in Allentsteig since three carloads came from building supplies stored in Vienna XXI, Bruennerstrasse. The wood was loaded at Zwettl for shipment via the border station of Ceske-Velenice (Gmuend).

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h. Shipments via DDSC

Shipments by Danube barge to Ismail, ~~Russia~~ ^{USSR}, included the following:

80 electric motors, each weighing 20 kgs., and 10 complete welding units, each weighing 350 kgs., from Siemens-Schuckert, A.G., Vienna XX, Engerthstrasse 150.

3 electric motors, each 500 kgs., from Siemens-Schuckert, A.G., Vienna XXI, Siemensstrasse 71.

40 transformers, total weight 25 tons, from AEG-Union.

17 carloads of newsprint, total weight 255 tons, from the Croellwitz firm in Obermuehl, a.d., Donau, Upper Austria. ^{25X1A} Comment: This does not form part of the 105 carloads of newsprint mentioned in the ~~comment~~ Comment to para 1 h above.) As the paper was ordered through Geza ~~Dobson~~, who often purchases USIA goods for Hungary, the ultimate destination of this shipment may be either Hungary or the USSR.

8 tons of shoe lasts, packed in 88 boxes, produced by Austria-Schuhfabrik in Oberpiesting, Lower Austria.

50 circular saws, each weighing 60 kgs., from the tool factory of Peter Ginzler in Ybbsitz Markt, Lower Austria.

1 carload of water tubes (Siederoehre) from Eisenwerke in St. Aegy, Lower Austria.

2 carloads of fittings from Eisen- u. Stahlwerke in Traisen.

3 pipe lathes (Rohrbaenke), each weighing 1,500 kgs., from Schnellpressenfabrik Koenig & Bauer in Moedling, Lower Austria.

10 washing machines, each 650 kgs., from Strakosch und Boner, Maschinenfabrik G.m.b.H., Voesendorf, Lower Austria.

12 rolls of cable, each 500 meters long, from Wiener Kabelwerke.

15,000 pitchforks with handle, produced by the Wilhelm Abt firm in Wopfing, Lower Austria.

Propeller pumps (Propellerpumpen), unspecified number, total weight 46,000 kgs., from J.M. Voith in St. Poelten, Lower Austria.

3. Shipments made by Juschweschtrans, 1-20 September 1948a. Western Europe

2,400 four-piece place settings, total weight 800 kgs., from the USIA-controlled Berndorfer Metallwarenfabrik A.G., (former Kruppwerke), in Berndorf, Lower Austria, by rail express to the Wegner firm in Zurich; Wegner has a commercial representative in Vienna.

250 tons of paper from the USIA depot in Wiener Neudorf to the SAIMA firm (Societa Anonima Innocente Mangili Adriatica) in Trieste. The paper originated partly with a paper factory in Wels, (Welsen Papierfabrik G.m.b.H.), partly with the Neusiedler A.G. fuer Papierfabrikation at Stuppach near Gloggnitz, Lower Austria.

42 tons of iron for reinforced concrete (Betoneisen) from the USIA depots in Vienna XX to the S. Ehrentletzberger firm in Linz, Hauptplatz 4.

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40 tons of iron for reinforced concrete from the foundry at Vienna Ostbahnhof to the Ehrentletzberger firm in Linz.

10 tons of galvanized sheet metal from Schmidhuetten Krems to the Ehrentletzberger firm in Linz.

100 tons of iron for reinforced concrete from the USIA depot in Wiener Neudorf to SAIMA in Trieste.

400 tons of iron rods (Rundeisen) from the USIA depot in Wiener Neudorf to SAIMA, Trieste; this item and the preceding were listed on the export license as Soviet war booty.

20 carloads of sawn timber from the Soviet estate in Litschau, Lower Austria, to the Solvay Works in Hallein, Salzburg Province.

5 carloads of sawn timber from the Soviet estate in Litschau to the Kellner-Partington Paper Pulp Company Limited, in Hallein.

8 carloads of lumber (Schleifholz), as preceding item, to Kellner-Partington in Hallein.

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9 carloads of sawn timber from the USIA sawmill of Josef Huber in Sol-lenau, Lower Austria, near Wabner Neustadt, to SAIMA in Trieste. This shipment was re-directed in Tarvisio and shipped to the firm of Bachmann in Bolzano, South Tyrol.

50 carloads of sawn timber from the Soviet estates in Gmuend, Allentsteig, and Litschau, Lower Austria, to the firm of Fratelli Canepa in Trieste.

20 carloads of sawn timber from the Soviet estate in Allentsteig, Lower Austria, to the Kundl sawmills in Tyrol.

60 tank cars (25 tons each) of gas oil from the firm of Maszovol in Szony, Hungarian-Soviet Oil Company, to the firm of Arpag in Basel.

b. USSR via Mukachevo

250,000 light bulbs (12 carloads) from Osram.

6 carloads of rayon, total weight 60 tons, from Glanzstoff-Fabrik in St. Poelten.

6 carloads of cast glass (Gussglas), total weight 90 tons, from the Erste Oesterreichische Maschinglasindustrie, Brunn a. Gebirge, Lower Austria.

16 carloads of magnesite from the Oesterreichische Magnesit-A.G., Rodenthein, Carinthia.

c. By plane from Voeslau to Moscow

22 boxes containing 220 millivoltmeters, gross weight 1,097 Kgs., net weight about 500 kgs.

13 boxes containing 65 millivoltmeters, net weight 182 kgs., and 350 auxiliary resistors (Nebenwiderstaende), net weight 150 kgs. Both shipments are from Goerz.

d. Hungary

16 carloads of newsprint from the firm of Groellwitz in Obermuehl a.d. Donau, Upper Austria.

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10 carloads of newsprint, total weight 150 tons, from the USIA depot in Wiener Neudorf. Both shipments were ordered by Geza Deutsch for the firm of Laszlo Seh in Hegyeshalom.

According to Juschwneschtrans employees, these last two shipments were originally destined for Germany.

7 tons of leather from Digos to an unidentified Soviet office in Budapest, shipped via truck without invoice.

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e. Yugoslavia

None ~~Comment~~: It is difficult to judge if the cessation of shipments to Yugoslavia reported above in paragraphs 1 e, 2 e, and 3 e is related to the recent Tito-Cominform rift, since the volume of traffic with Yugoslavia cited in previous reports on Juschwneschtrans has never been very extensive.)

f. Germany

2 tank-cars of transformer oil, total weight 40 tons, from the Voesendorf refinery to the nationalized electrical industry office in Berlin-Lichtenberg.

1 carload narrow-gauge railroad ties (Feldbahnschienen) from the USIA depot at Wiener Neudorf to Wismut A.G. in Dresden.

1 carload of steel sheeting (Feinstahlblech); weighing 16 tons, from Hofherr-Landwirtschaftliche Maschinenfabrik A.G., Vienna XXI, Schuttleworthstrasse 8, to the Bunawerke in Schkopau near Merseburg.

ILLEGIB Czechoslovakia

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shipment was accompanied by blank waybills to camouflage its origin, for in Ceske-Velenice the waybills were filled out and the goods re-routed to the firm of Van Gend & Loos in Utrecht, Holland. Similarly, the shipment of sawn timber reported previously as destined for Tschecho-Slavia ~~Comment~~: See para 2 g above) was re-routed to Belgium. Source believes this is a common practice. ~~Comment~~: Previous reports have indicated extensive transshipment of goods through Czechoslovakia to Western Europe. Goods are routed to the border stop of Horny-Brosiste where Czech certificates of origin are provided for further shipment to Western Europe.)

20 tons of graphite from the Muehldorfer Grafit-Berbau A.G. to an unspecified nationalized firm in Bratislava.

300 tons of iron for reinforced concrete from the USIA Lager-Nord, Vienna, via the commercial agency of Dr. Alfred Back, Vienna III, Radetskystrasse 25, to the Tschecho-Slavia firm in Ceske-Velenice, possibly for re-routing to Western Europe.

4 carloads of gravel from the USIA granite works in St. Georgen a.d. Gusen to the Tschecho-Slavia firm in Ceske-Velenice.

3 carloads of sawn timber from the USIA sawmill of Josef Huber in Sollenau to the firm of Tschecho-Slavia in Ceske-Velenice.

5 carloads of sawn timber from the Russian estate in Allensteig to the same destination as for preceding item.

2 carloads of milled lumber from the Russian estate in Gmuend to the same destination as preceding item.

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25 carloads of structural iron from dismantling operations in the USIA depot at Wiener Neudorf are being sent to Bata in Zlin, Czechoslovakia.

The iron parts of Building 35 are all being shipped to Czechoslovakia, accompanied by blank waybills, evidently for re-routing.

h. Shipments via DDSG

Shipments by Danube barge to Ismail, ^{USSR}~~Rumania~~, included the following:

2 carloads of iron scrap, total weight 25 tons, from the Boehlerwerke in Waidhofen a.d. Ybbs, Lower Austria.

7 automobile hoists, total weight 2.8 tons, from the Hans Bilstein firm in Atzgersdorf, offices at Vienna IV, Lothringerstrasse 8.

175 large threshing machines, each weighing 800 kgs., from Hofherr-Schranitz, Vienna XXI.

12 carloads of newsprint, each 15 tons, from the Croellwitz firm in Obermuehl a.d. Donau, Upper Austria.

167 electric motors, total weight 24 tons, from Siemens-Schuckert, A.G., Vienna XX, Engerthstrasse 150.

20 washing machines, each 600 kgs., from Strakosch & Boner, Voesendorf, Lower Austria.

4. Shipments from the USSR

- a. Late in August 1948 five large tractors, three weighing ten tons each, and two weighing 7.2 tons each, arrived from the USSR, destined for the Soviet Oil Administration, Vienna I, Kantgasse 1. They were taken for storage to the USIA depot in Enzesfeld.
- b. In early September 1948, four carloads of channel iron (U-Eisen) arrived at the Vienna Ostbahnhof and were then stored in the USIA depot at Enzesfeld.

5. Internal changes at Juschweschtrans

- a. The international transport section of Juschweschtrans, under Pichler, has been re-named the "export-import section". It deals primarily with shipments to Western Europe but also handles USIA shipments to Hungary and the USSR.
- b. In late August, Juschweschtrans dismissed twelve drivers, none of whom was a Communist, and the number of vehicles in operation was reduced to forty. Employees fear further dismissals.

6. Scrap iron department

Sauer, a Juschweschtrans employee in charge of scrap iron shipments, stated recently that as of 1 August 1948, about 37,280 tons of scrap iron had been shipped to Czechoslovakia (Bohumin, Trinec, and Moravska-Ostrava). However, scrap transactions have been reduced because of the rising cost of scrap. About twenty carloads of scrap iron leave for Czechoslovakia every five days.

7. Difficulties with freight cars for Germany

The Austrian Federal Railroads have granted Juschweschtrans the use of forty-eight freight cars for shipments to Germany, especially for shipments from the USIA depot at Pischelsdorf. Since some of the cars have recently failed to return from Germany, Ivanov, Soviet chief of transportation, with offices in the

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Hotel Imperial, Vienna, ordered Juschweschtrans to provide escorts for the shipments to Germany. Recently, a Soviet captain named Seikin came to Vienna from Germany and attempted at pistol-point to requisition freight cars in the Ostbahnhof. Ivanov threatened to have Seikin arrested, and the latter was forced to relinquish the freight cars.

8. Unlisted shipments to the USSR

A Juschweschtrans employee named Heigl keeps a ledger listing all shipments to the USSR by DDSG by way to Mukachevo which are not covered by waybills. Since 1 January 1948, some 1,450 USIA orders have been carried out in this way, the monthly average being between 150 and 200 orders.

Comment: This gives a clue to a large volume of business carried out by Juschweschtrans and not covered in previous reports, but it is impossible to estimate the quantity of business from these figures, since a single order may comprise only a few crates or may cover fifty railroad carloads.)

9. Change in delivery practices

25X1X [redacted] since late August, Juschweschtrans has been loading USIA goods exclusively at USIA warehouses. Formerly, Juschweschtrans called for USIA goods directly at the USIA factory producing the goods in question.

10. Procurement of Austrian travel documents.

For transports outside of Austria, Juschweschtrans is obliged to obtain passports, visas, and other Austrian documents for its chauffeurs and other traveling personnel. All these documents are obtained through Ivshin, secretary of the Soviet Consul General, who is said to enjoy excellent relations with the Passport Division of the Austrian Foreign Office. Ivshin writes the necessary requests to obtain such documents.

11. War booty material at Pischelsdorf

In early September, USIA requested Juschweschtrans to arrange freight cars for early shipment of a large quantity of war booty stored in a depot at Pischelsdorf near Moosbierbaum. The list of material to be shipped was more than five pages long and included, among other items:

- 30 large furnaces (Kesselanlagen)
- 10 large power shovels
- 20 locomotives for narrow-gauge railroads
- 100 tipping ~~tray~~ conveyors (Muldenkipper)
- several dismantled building structures (Hallenkonstruktionen)

12. Soviet personalities

- a. Levkovich is the head of the Chemical Section of USIA, Vienna IV, Wohlleben-gasse.
- b. Dr. Georgevski, a Soviet civilian, is in charge of all USIA shipments and issues appropriate export permits. He has an office in the Stalinplatz and is described as a capable organizer.

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